

TR-3B Gravity Propulsion

From: [John Kooiman](#)

Subject: TR-3B Antigravity Physics Explained:

To be correct, I probably should say, "TR-3B Antigravity Physics Explained, insofar as General Relativity can be considered an explanation for gravity."

Many readers of this list are probably already familiar with Edgart. If not, read about it here: <http://fouchemedia.com/arap/speech.htm>.

Mr. Fouche describes the TR-3B's propulsion system as follows:

"A circular, plasma filled accelerator ring called the Magnetic Field Disrupter, surrounds the rotatable crew compartment and is far ahead of any imaginable technology... The plasma, mercury based, is pressurized at 250,000 atmospheres at a temperature of 150 degrees Kelvin, and accelerated to 50,000 rpm to create a super-conductive plasma with the resulting gravity disruption.

The MFD generates a magnetic vortex field, which disrupts or neutralizes the effects of gravity on mass within proximity, by 89 percent...

The current MFD in the TR-3B causes the effect of making the vehicle extremely light, and able to outperform and outmaneuver any craft yet

...My sources say the performance is limited only the stresses that the human pilots can endure. Which is a lot, really, considering along with the 89% reduction in mass, the G forces are also reduced by 89%.

The crew of the TR-3B should be able to comfortable take up to 40Gs... Reduced by 89%, the occupants would feel about 4.2 Gs.

The TR-3Bs propulsion is provided by 3 multimode thrusters mounted at each bottom corner of the triangular platform. The TR-3 is a sub-Mach 9 vehicle until it reaches altitudes above 120,000 feet - then who knows how fast it can go!..."

I was skeptical of Mr. Fouche's claims when I first read them, as I'm sure that many of you are, but I was interested enough to do further research on what happens when you spin a plasma at high speeds in a ring (toroidal) configuration. I came across a physics article (sorry, I can't seem to locate the source right now) that described this exact configuration. The article said that, surprisingly, the charged particles of the plasma don't just spin uniformly around the ring, but they tend to take up a synchronized, tightly pitched, helical (screw thread) motion as they move around the ring. This can be understood in a general way as follows: the charged particles moving around the ring act as a current that in turn sets up a magnetic field

around the ring. It is a well-known fact that electrons (or ions) tend to move in a helical fashion around magnetic field lines.

Although it is a highly complex interaction, it only requires a small leap of faith to believe that the end result of these interactions between the moving charged particles (current) and associated magnetic fields results in the helical motion described above. In other words, the charged particles end up moving in very much the same pattern as the current on a wire tightly wound around a toroidal core.

I thought that this was an interesting fact, but didn't see how it could possibly relate to antigravity, until I ran across the following article: "Guidelines to Antigravity" by Dr. Robert Forward, written in 1962 (available at: <http://www.whidbey.com/forward/pdf/tp007.pdf>).

Dr. Forward's article describes several little known aspects of Einstein's General Relativity Theory that indicate how moving matter can create unusual gravitational effects. When I saw Figure 5 in Dr. Forward's article, the pieces of the puzzle all fell together. I instantly saw how the moving matter pattern that Dr. Forward describes as necessary to generate a gravitational dipole was exactly the same as the plasma ring pattern described in the physics article discussed above! If Fouche's description is even close to correct, then the TR-3B utilizes this little known loophole in General Relativity Theory to create it's antigravity effects!

Even though the TR-3B can only supposedly cancel 89% of gravity (and inertia) today, there is no reason why the technology can't be improved to exceed 100% and achieve true antigravity capability!

In theory, this same moving matter pattern could be mechanically reproduced by mounting a bunch of small gyroscopes all around the larger ring, with their axis on the larger ring, and then spinning both the gyroscopes and the ring at high speeds. However, as Dr. Forward points out any such mechanical system would probably fly apart before any significant antigravity effects could be generated.

However, as Dr. Forward states, "By using electromagnetic forces to contain rotating systems, it would be possible for the masses to reach relativistic velocities; thus a comparatively small amount of matter, if dense enough and moving fast enough, could produce usable gravitational effects."

The requirement for a dense material moving at relativistic speeds would explain the use of Mercury plasma (heavy ions). If the plasma really spins at 50,000 RPM and the Mercury ions are also moving in a tight pitched spiral, then the individual ions would be moving probably hundreds, perhaps thousands of times faster than the bulk plasma spin, in order to execute their "screw thread" motions.

It is quite conceivable that the ions could be accelerated to relativistic speeds in this manner. I am guessing that you would probably want to strip

the free electrons from the plasma, making a positively charged plasma, since the free electrons would tend to counter rotate and reduce the efficiency of the antigravity device.

One of Einstein's postulates of GR says that gravitational mass and inertial mass are equivalent. This is consistent with Mr. Fouche's claim that inertial mass within the plasma ring is also reduced by 89%. This would also explain why the vehicle is triangular shaped.

Since it still requires conventional thrusters for propulsion, the thrusters would need to be located outside of the "mass reduction zone" or else the mass of the thruster's reaction material would also be reduced, making them terribly inefficient.

Since it requires a minimum of 3 legs to have a stable stool, it follows that they would need a minimum of 3 thrusters to have a stable aerospace platform.

Three thrusters, located outside of the plasma ring, plus appropriate structural support, would naturally lead to a triangular shape for the vehicle.

I was extremely skeptical of Mr. Fouche's claimed size for the TR-3B, of 600 feet across. At first, I thought that this must be a typo. Why would anyone in their right mind build a "Tactical Reconnaissance" vehicle 2 football fields long? They must be nuts! However, the answer to this may also be found in Dr. Forward's paper. As Dr. Forward's puts it, "...even the most optimistic calculations indicate that very large devices will be required to create usable gravitational forces.

Antigravity...like all modern sciences, will require special projects involving large sums of money, men, and energy."

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